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DETAILED ANALYSIS BY NPIC OF TROJAN HORSE MISSION T7S2/T903
OF 10 JANUARY 1967,

SUPPLEMENTAL AND COMPARATIVE PHOTOGRAPHIC COVERAGE, REVEALS THE FOLLOWING SIGNIFICANT ITEMS PERTAINING TO CONSTRUCTION STATUS OF, AND SUPPORT FACILITIES OBSERVED ALONG, THE RAIL LINE DESIGNED TO CONNECT PHNOM PENH, KAMPOT, AND SIHANOUKVILLE, CAMBODIA.

1. METER-GUAGE RAIL LINE IS COMPLETE AND OPERATIONAL FROM PHNOM PENH AT 1134N 10455E (UTM VT913789) TO 1033N 10418E (UTM VS246675) AND FROM 1036N 10415E (UTM VS195720) TO APPROXIMATELY 3.7 NM EAST OF KAMPOT AT 1036N 10414E (UTM VS175733). THE SEGMENT FROM 1033N 10418E TO 1036N 10415E IS NOT COVERED BY AERIAL PHOTOGRAPHY, BUT IS PROBABLY OPERATIONAL. A RAIL SPUR EXTENDS FROM THE MAIN LINE AT PHNOM PENH (UTM VT903789) AND TERMINATES AT A TRANSSHIPMENT POINT AT 1137N 10454E (UTM VT901352). A FINISHED ROADBED IS OBSERVED FROM 1036N 10414E (UTM VS175733)

NGA review(s) completed.

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TO 1037N 10410E (UTM VS100739), WITH A RAIL SPUR UNDER CONSTRUCTION EXTENDING NORTH FROM 1037N 10411E (UTM VS113747) AND TERMINATING AT A CEMENT PLANT AT 1041N 10416E (UTM VS201808). CONSTRUCTION WEST OF KAMPOT TOWARD SIHANOUKVILLE CONSISTS OF ROADBED CONSTRUCTION, WHICH APPEARS ABANDONED AND DETERIORATED, AND CLEARING FOR ROADBED CONSTRUCTION OBSERVED INTERMITTENTLY FROM 1036N 10410E (UTM VS 095734) TO 1035N 10359E (UTM US 887700). ADDITIONAL ROADBED CONSTRUCTION IS OBSERVED FROM 1041N 10354E (UTM US802821) TO A PROBABLE RAILROAD BRIDGE UNDER CONSTRUCTION AT 1042N 10352E (UTM US766838). CLEARING FOR PROBABLE ROADBED CONSTRUCTION IS OBSERVED FROM 1043N 10348E (UTM US684859) WEST TO 1043N 10334E (UTM US442861), APPROXIMATELY 7 NM NNE OF SIHANOUKVILLE.

2. A CLASSIFICATION YARD (LENGTH AND NUMBER OF TRACKS UNDERTERMINED DUE TO SCALE AND OBLIQUITY OF PHOTOGRAPHY) AND RAILROAD STATION IS OBSERVED AT THE PHNOM PENH TERMINUS (UTM VT913789). PASSING TRACKS ARE OBSERVED AT REGULAR INTERVALS ALONG OPERATIONAL SECTION OF RAIL LINE AT 8 LOCATIONS -- UTM COORDINATES VT762602, VT752454, VT743315, VT732155, VT706066, VS627922, VS512780, AND VS262661. PASSING TRACKS ARE APPROXIMATELY 2,100 FT LONG FROM CHOKE POINT TO CHOKE POINT, CONSISTING OF ONE TRACK, WITH THE EXCEPTION OF THE YARD AT TAKEO (UTM VT732155), WHICH HAS 2 PASSING TRACKS. A 9TH SET OF POSSIBLE PASSING TRACKS IS UNDER CONSTRUCTION APPROXIMATELY 1.2 NM NNE OF KAMPOT AT 1037N 10411E (UTM VS116746). IN ADDITION TO THE LARGE RAILROAD STATION LOCATED AT THE PHNOM PENH TERMINUS (UTM VT913789), PROBABLE

RAILROAD STATIONS ARE OBSERVED ALONG THE OPERATIONAL SEGMENT OF THE LINE AT THE FOLLOWING LOCATIONS -- UTM COORDINATES VT 762602, VT 752454, VT 743315, VT 732155, VT 706066, VS 627922, AND VS 512780: AND A POSSIBLE RAILROAD STATION IS UNDER CONSTRUCTION NORTH OF KAMPOT AT UTM VS 116746. A NEW TURNING LOOP IS UNDER CONSTRUCTION NORTH OF THE PASSING TRACKS AT TAKEO AT 1100N 10445E (UTM VT 732164).

3. MAJOR RAILROAD BRIDGES ARE OBSERVED AT THE FOLLOWING LOCATIONS -- A PART-THROUGH TRUSS BRIDGE (NUMBER OF SPANS UNKNOWN) IS OBSERVED ACROSS THE PREK THNAOT (STREAM) AT 1127N 10447E (UTM VT 767661); A 5-SPAN, PART-THROUGH TRUSS, DECK-TYPE BRIDGE IS OBSERVED ACROSS THE STOENG SVAY PREY (STREAM) AT 1104N 10445E (UTM VT 738237); A NEWLY-CONSTRUCTED, 5-SPAN, DECK-TYPE BRIDGE IS OBSERVED ACROSS THE PREK TUK MEAS (STREAM) AT 1039N 10439E (UTM VS 518789); A BRIDGE IN THE LATE STAGES OF CONSTRUCTION (DECK-TYPE AND NUMBER OF SPANS UNKNOWN DUE TO POOR QUALITY OF PHOTOGRAPHY) IS OBSERVED ACROSS THE PREK KAMPONG POU (STREAM) AT 1037N 10413E (UTM VS 156738); AND INITIAL STAGES OF BRIDGE CONSTRUCTION ARE OBSERVED AT THE PREK KAMPONG SMACH (STREAM) AT 1042N 10352E (UTM VS 766838). NUMEROUS SMALLER RAILROAD BRIDGES ARE OBSERVED ALONG RAIL LINE.

4. A RAIL-SERVED STORAGE AREA IS OBSERVED AT 1046N 10439E (UTM VS 616916). INSTALLATION CONSISTS OF RAIL SPUR LEADING TO SIDE OF HILL, 5 WAREHOUSE-TYPE BUILDINGS, AND DISPERSED OPEN STORAGE AREAS. APPROXIMATELY 10 PIECES OF ROLLING STOCK OBSERVED

IN STORAGE AREA. A SECOND RAIL-SERVED PROBABLE STORAGE AREA IS OBSERVED AT 1034N 10428E (UTM VS423690). RAIL SPUR LEADS INTO SHADOW OF HILLSIDE, PRECLUDING FURTHER INTERPRETATION.

5. A SMALL PROBABLE RAILROAD CONSTRUCTION/SUPPORT CAMP IS OBSERVED AT 1032N 10419E (UTM VS261650). INSTALLATION CONSISTS OF 5 ADMINISTRATION/SUPPORT AND 2 SMALL SUPPORT BUILDINGS. A SECOND SMALL PROBABLE RAILROAD CONSTRUCTION/SUPPORT CAMP IS OBSERVED AT 1029N 10419E (UTM VS267604). INSTALLATION CONSISTS OF 3 ADMINISTRATION/SUPPORT AND 6 SMALL SUPPORT BUILDINGS. LANDSCAPING AT THESE INSTALLATIONS INDICATES THEY ARE PROBABLY CHINESE COMMUNIST RAILROAD CONSTRUCTION SUPPORT OR ADVISORY INSTALLATIONS.

6. A PROBABLE RAILROAD CONSTRUCTION/STORAGE FACILITY IS OBSERVED AT 1059N 10445E (UTM VT733145). INSTALLATION IS RAIL SERVED AND CONSISTS OF 5 WAREHOUSE-TYPE BUILDINGS AND EXTENSIVE OPEN STORAGE. APPROXIMATELY 15 PIECES OF ROLLING STOCK ARE OBSERVED IN AREA.

MAP REF: AMS SERIES L7011, SHEETS 5742 I, IV, 5743 II, III, 5842 I, IV, 5843 II, III, 5943 I, III, IV, 5944 I, II, 5945 I, II, 1ST ED; 5942 IV, 2D ED; 5842 II, 3D ED.

C O N F I D E N T I A L

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